



# DEPARTMENT OF TRANSPORTATION

# NEWS

OFFICE OF THE SECRETARY  
WASHINGTON, D.C. 20590

FOR TUESDAY A.M.'s  
July 2, 1968

DOT--6068  
963-5105

Secretary of Transportation Alan S. Boyd today, in a report to Congress, recommended a broad safety program for motor vehicles in use which would include development of new Federal standards for new and used motor vehicles and an expanded program by the States for periodic motor vehicle inspection.

The Secretary's recommendations were included in a "Safety for Motor Vehicles in Use" report to Congress, required under Section 108 of the National Traffic and Motor Vehicle Safety Act of 1966. The report identifies safety problems involving all types of motor vehicles in use and recommends immediate and long-range countermeasures to deal with them.

Its major conclusion is that vehicle deterioration is an important highway safety factor, and that State and Federal governments and the general public should work together to substantially upgrade the safety of all vehicles permitted on public thoroughfares.

The report calls for a coordinated Federal, State, and local program which will include:

1. The issuance by the Department of Transportation of standards for all vehicles in use, covering such critical performance properties as braking, steering, handling, suspension, and tires. These standards would complement standards for new vehicles and vehicle equipment already issued which must be met by new car manufacturers.

A preliminary notice will be issued shortly requesting comments for the record on a list of tentative candidates for safety standards for vehicles in use. The systems and components currently being considered as potential standard areas for vehicles in use include: brake systems; steering and suspension systems; tires, wheels, and rims; lamps and reflective devices; glazing; windshield wiping, washing, defrosting, and defogging; occupant restraint systems; horns; rearview mirrors; body, doors, fenders, moldings, and bumpers; fuel supply system; exhaust system; wheel nuts, wheel discs, and hub caps.

2. The issuance of standards for the manufacture of new motor vehicles and equipment which would insure safety performance over a designated period of use.

3. Federal grants-in-aid to assist the States in establishing or expanding periodic motor vehicle inspection programs to meet uniform national standards already promulgated. The report says, "State motor vehicle inspection programs must serve as the foundation of any national used motor vehicle safety effort. There already is evidence that some States with intensive periodic motor vehicle inspection programs have substantially lower vehicle accident death rates than others." A number of Federal grants have already been provided to the States for this purpose under the Highway Safety Act of 1966.

At the end of May, a total of 31 States and the District of Columbia had periodic motor vehicle inspection laws, fourteen States had so-called random inspection laws or permitted local inspection ordinances, and five States had no vehicle inspection requirements.

The report makes the point that the safety performance of a vehicle in use cannot be isolated from its original design and construction; that therefore it is axiomatic that used car safety can and must start on the new vehicle drawing board. It recommends, therefore, that the Department of Transportation investigate the feasibility of broadening the scope of new vehicle standards to cover safety performance after periods of extended use, together with procedures to facilitate the diagnosis and correction of worn systems and parts. And it calls for an expansion of research into vehicle use and deterioration to establish the maximum permissible deterioration in safety performance to be allowed before corrective repairs are required.

Prepared by the National Highway Safety Bureau after a lengthy study, the report estimates that about half of the 94 million motor vehicles in use today are deficient in critical aspects of safety performance. It says typical defect rejection rates in States with periodic motor vehicle inspection programs average about 40 percent, but estimates that the overall national percentage of vehicles with safety performance deficiencies is higher.



Says the report, "This condition is of concern to everyone. Drivers, passengers, and pedestrians are all potential victims of poorly maintained vehicles. Further, relatively few owners are able to judge the adequacy of corrective repairs.

"Deterioration of a vehicle with time is inescapable," it says, "whether from normal wear, abuse, defective construction, improper maintenance, poor quality of original or repair parts, inadequate skill of mechanics, or other factors. With the deterioration of such components as brakes, steering systems, and tires, the chances of the vehicle becoming involved in a crash increase."

The report envisions and outlines a safety program to counteract and limit this inevitable deterioration -- a program which it emphasizes will affect the owners of some 100 million vehicles.

"Although the public is presumably willing to pay for safety...", says the report, "it must also be given assurance that it is getting value for its money in the form of increased safety. The most difficult decision is to determine the point at which repairs should be made mandatory -- to arrive at a proper balance between cost and risk."

It repeatedly makes the point that the effectiveness and acceptance of programs to upgrade the safety of vehicles in use will depend substantially on the efficiency, cost, and accuracy of State motor vehicle inspection programs. And it adds that modern electronic and other testing equipment for rapid, accurate, and reliable inspection is of central importance to effective inspection.

It estimates that the capital investment for manual inspection equipment and facilities in all States would require an initial outlay of \$400 to \$600 million. It estimates that expenditures by States and communities for vehicle inspection last year amounted to about \$22.5 million, and that annual expenditures will increase to \$96.6 million by 1976, as States upgrade existing programs and undertake new ones to provide for the anticipated 25 million increase in the vehicle population.

The report concludes that a broad investigation is needed of the variety of ways that used motor vehicle safety programs will affect consumers. These include the protection of the consumer in the automotive repair and resale market places, which could involve the establishment of skill standards and training programs for mechanics. It also recommends a study of techniques for beginning a presale inspection program in all States in the near future, under which all used vehicles sold or traded each year would be required to pass a basic minimum inspection prior to resale.

The report calls attention to the significant value an effective used vehicle safety program would have for the consumer, both as a purchaser and as an owner with an economic interest in low maintenance costs, and as an occupant in preventing vehicle crashes.

The report also cites the fact that lower income population groups drive vehicles that are in the greatest need of safety related repairs, or that cannot be repaired economically and should be scrapped. It suggests, therefore, that an investigation should be conducted into the means of providing adequate -- perhaps free -- public transportation to minimize the present reliance on private vehicles. This would afford those in lower income groups a choice between private vehicles and public transportation.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR TUESDAY A.M.'s  
July 9, 1968

DOT- 5968  
963-5105

The Department of Transportation today asked Congress to enact legislation which would allow the U.S. Coast Guard to simplify procedures by which U.S. merchant seamen are hired and released.

The bill proposed by Secretary of Transportation Alan S. Boyd also would enable the Coast Guard to computerize the service records it maintains on merchant seamen. Boyd said the new record-keeping system could save shipping lines and the Government several million dollars a year.

The proposed legislation would replace several laws enacted between 1872 and 1940. Boyd said, in letters to the President of the Senate and the Speaker of the House, that the laws are outdated and do not lend themselves to modern techniques for the maintenance of records.

"The primary data source of information on American maritime manpower is the information gathered through the Coast Guard's issuance of identification documents to seamen," Boyd said. "Accurate data capable of rapid retrieval and evaluation is vital both to national defense and proper planning for a healthy peacetime merchant marine."

(more)



Today, "signing on" and "signing off" a crew of seamen is a cumbersome process which often requires several hours to complete. The forms are filled out by hand. One of the forms is the Shipping Articles, a 12-part document 14 inches wide and 28 inches long.

Under the proposed system, most of the new forms would be filled out automatically through the use of embossed photo-identification cards which would replace the "Z cards" that merchant seamen now carry.

The Shipping Articles are the contract between a ship's master and its crew. They spell out in painstaking detail the daily rations which each seaman can demand -- for example, three fourths of an ounce of "coffee (green berry)" every day; half a pint of molasses on Sundays, Tuesdays and Thursdays; a pound of salt pork on Mondays, Wednesdays and Fridays; half a pint of vinegar on Tuesdays and Saturdays.

The articles also specify that crew members can bring "no dangerous weapons or grog" aboard ship and that they must be given a "daily issue of lime and lemon juice and sugar, or other antiscorbutics."

Boyd said that the protective features of the existing laws are retained in the proposed legislation, but that outdated requirements and time-consuming procedures would be eliminated.

Maritime labor organizations could use merchant seamen's service records to compute pensions and other benefits. "Under the system we are proposing, the Coast Guard will be able to provide accurate information to authorized users more quickly and less expensively," Boyd said.

In addition, merchant mariners will have more time ashore if the time consumed by signing on and signing off is reduced. "This is no small matter for the seaman," Boyd said, "especially in this day when technology allows faster turn-around of ships in port."

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE THURSDAY  
July 11, 1968

DOT - 6168  
963 - 5105

The Department of Transportation today received the first of a series of reports in a \$250,000 Union Station Transportation Center Study.

The Department is providing \$175,000 toward the cost in the expectation that the Union Station planning process will serve as a guide for planning integrated transportation centers in other metropolitan centers.

The report released today by The National Capital Planning Commission covers the methods to be used in the study. The purpose of the study is to determine which transportation systems - railroad, bus, rapid transit, truck, air and automobile - would be appropriate at the integrated transportation center.

The study is being conducted by Conklin & Rossant of New York City and associated consultants under the supervision of the National Capital Planning Commission and the Inter-Agency Steering Committee. Transportation Secretary Alan S. Boyd is Chairman of the Inter-Agency Steering Committee.

Future reports will forecast future transportation demands, analyze the feasibility of integrating various transportation systems and present preliminary and final plans for the transportation center.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE SUNDAY  
July 14, 1968

DOT - 6268  
963 - 5105

Secretary of Transportation Alan S. Boyd announced today the selection of Dana Orwick, a career Foreign Service Officer, to serve as Director of the Office of International Industrial Cooperation in the Department of Transportation.

The Office of International Industrial Cooperation seeks expansion of international exchanges and cooperation in transportation research and development.

Orwick will work with the Department of Transportation through agreement with the State Department and replaces James D. McLean, who resigned recently to become vice president and general manager of Hurst-Airheart Inc. of Van Nuys, California.

Entering the Federal service in 1940 Orwick joined the Department of State in 1947. His tours overseas include four years in Paris as political-military affairs officer with the U.S. Delegation to NATO and two years as political counselor at the U.S. Embassy in Bangkok, Thailand. His assignments with the Department of State have been divided between management analysis and negotiation of international agreements, particularly in the area of international security.

(more)



Orwick was born in Findlay, Ohio where he continues to maintain his legal residence. He was graduated from Miami University of Ohio in 1940 and has done graduate work in economics and international affairs there and at American University and the National Institute of Public Affairs. Since 1964 he has been a member of the Senior Seminar in Foreign Policy of the Foreign Service Institute.

He served as a Coast Guard Officer during World War II. For almost two years after the war he worked with the United Nations Relief and Rehabilitation Administration.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20591

### BALTIMORE DEMONSTRATION GRANT

Release Date:

Friday, July 19, 1968

DOT -- 6368

963-5105

Baltimore will test a program of augmented bus service to bring the "hard-core" unemployed to areas of new job opportunities with the aid of a \$100,000 grant from the Department of Transportation.

Secretary Alan S. Boyd announced the grant today.

Five new bus routes from the central city to peripheral industrial areas will be tested in this 12-month project. The study will determine benefits in terms of reduced unemployment and welfare costs. Whether the cost of providing special bus service to areas of increased low income job opportunities is justified will also be evaluated.

In addition to general employment and rider analysis, the Baltimore demonstration project will include individual case studies. These will aid evaluation of whether the individual's ability to retain employment is related to job accessibility. The extent to which inadequate public transportation contributes to the individual unemployment problems will also be tested.

Total project cost is \$170,000, the balance to be funded by Baltimore City, Metropolitan Transit Authority, and the Regional Planning Council.

This demonstration project is another of the Urban Mass Transportation Administration's (UMTA) programs designed to combat the problem of transportation of the inner city under- and unemployed to outlying areas of industrial opportunities. Last month UMTA issued 13 technical grants to study public transportation needs of low-income residents.

For further information: Mr. Arthur Grotz  
Chairman  
Metropolitan Transit Authority  
919 One Charles Center  
Baltimore, Maryland 21201

Project Number: MD-MTD-3

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# DEPARTMENT OF TRANSPORTATION

# NEWS

WASHINGTON, D.C. 20590

FOR RELEASE FRIDAY  
July 19, 1968

DOT - 6468  
963 - 5105

The Department of Transportation today awarded a \$232,000 contract to Peat, Marwick, Livingston & Company of Boston, Massachusetts, to develop a computer model which DOT could use as a tool for working with existing and future airline passenger and air cargo demands.

DOT said the research study should develop basic principles which could also be applied to marine transportation.

The anticipated model would enable DOT to quickly compare the cost and capability of different combinations of aircraft, routes and schedules in order to find the best way of handling the continually increasing volume of air traffic. It would, for example, indicate whether or not a new type of aircraft would benefit the public. It would also show which flights could best use the new aircraft and whether schedules and routes should be revised to make the best use of the new aircraft.

The study will take about 50 weeks, with a final report due in July 1969.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

WASHINGTON, D.C. 20590

FOR SUNDAY RELEASE

July 21, 1968

DOT - 6568

963-5105

Representatives of Federal, State, city and county agencies and organizations concerned with the Federal-aid highway program joined today to urge Congress to reject any addition of mileage to the Interstate and Defense Highway System.

Those joining in the request to Congress were Secretary of Transportation Alan S. Boyd; A. E. Johnson, Executive Director of the American Association of State Highway Officials; Patrick Healy, Executive Director of the National League of Cities; Bernard Hillenbrand, Executive Director of the National Association of County Officials, and John Gunther, Executive Director, U. S. Conference of Mayors.

"Any addition of mileage to the 41,000-mile Interstate System at this time, without the opportunity for adequate planning or funding, could cause serious and extended harm to the nation's highway network," the officials said.

The statement was made as Congressional conferees met to resolve differences between the House and Senate versions of the Highway Act of 1968. Legislation passed by the House provides for an additional 3,000 miles to be added to the Interstate System.

The officials joining in the request to Congress listed several fundamental reasons why any addition to the Interstate System at this time is not in the best public interest:

1. The pending highway legislation includes a provision requiring the Department of Transportation, in cooperation with State and local governments, to make a study of the nation's entire highway network and recommend a system of classifying highways, roads and streets in accordance with the economic, social and recreational functions they perform. This "functional classification" study is a fundamental prerequisite to any decision on how to allocate spending between various types of roads, including major arterial urban streets.



2. The originally intended completion date of 1972 for the Interstate System has already slipped between two and three years. Further cost increases, delays in funding, and other factors could push the system's completion even further behind. Addition at this time of 3,000 miles to the system could mean delay in its completion by as much as 8 to 10 years from today.

3. The Interstate program now dominates Federal-aid highway activity, to the degree that it consumes about \$4 of every \$5 spent by the Federal Government for roads. Necessary development and operation of new kinds of highway programs -- particularly to improve the quality and mileage of urban roads and streets and rural intermunicipal connectors -- must be delayed until completion of the Interstate System is in sight. Addition of 3,000 miles to the Interstate System at this time will thus delay these badly needed new programs for many years.

"Individually and cooperatively," the officials said, "our organizations have devoted great time and talent during recent months to preliminary planning of the kind of highway program the nation will need on completion of the Interstate System. We have made our views and findings fully known to the Congress. We believe that on balance, these views and findings represent a constructive and progressive basis for sound highway development with particular concern for areas of road improvement too long overshadowed by the Interstate program.

"Thus, we urge the Congress to recognize that addition of this mileage to the Interstate Highway System at this time, without the opportunity for adequate planning or funding, would cause serious and extended harm to the nation's highway program. We urge that the Conference Committee reject the proposal, thereby leaving the way open to early adoption of sound highway programs for the future."

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# DEPARTMENT OF TRANSPORTATION

# NEWS

OFFICE OF THE SECRETARY  
WASHINGTON, D.C. 20590

FOR RELEASE THURSDAY  
July 25, 1968

DOT-6568  
963-5105

Secretary of Transportation Alan S. Boyd today praised House and Senate Conferees on the agreement they reached on the Gas Pipeline Safety Bill.

The Secretary said:

I believe that the bill which has been worked out in Conference is a workable instrument for protecting the safety of millions of Americans who live in areas where their safety and health could be jeopardized by the pipeline transportation of gas. I want to extend my congratulations and thanks to Chairman Staggers and Chairman Magnuson and the other members of the Conference Committee, for the work they did to make this Conference a success. I think both the House and Senate can take pride in their mutual efforts for having produced a system of Federal-state regulation of gas pipeline for safety purposes.

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# DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY  
WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE

July 26, 1968

DOT-6868

963-5105

On July 17, 1968, Judge Cale J. Holder of the United States District Court in Indianapolis ordered the Secretary of Transportation to "forthwith rescind and publish to the citizens of Indiana the fact that the general policy of not enforcing the daylight saving time provisions of the Uniform Time Act of 1966 in Indiana has been judicially held illegal and has been rescinded by the defendants." Pursuant to that Order the Secretary of Transportation hereby announces that the Department's policy of not enforcing the Uniform Time Act of 1966 in Indiana has been judicially held illegal and is hereby rescinded by the Department of Transportation pending a stay or reversal of the Court Order.

The Department of Transportation will, subject to its right to seek a stay and to appeal the decision of the District Court, comply with such Orders as the District Court shall render in implementation of its decision against the Department.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE FRIDAY  
July 26, 1968

DOT-6668  
963-5105

The Civil Service Commission has approved new classification and qualification standards for the Federal Aviation Administration's air traffic controllers Secretary of Transportation, Alan S. Boyd, announced today.

The Secretary received the approved new standards yesterday from Civil Service Commissioner John Macy. The new standards, which culminate a study started in May, 1967, recognize the significant changes and developments in the air traffic controller's job and are designed to accommodate adjustments as the system and the volume of air traffic grows.

Among the changes in the new standards are:

1. A new non-supervisory controller level of GS-13 for controllers in centers and terminals with extremely difficult work situations.
2. A top non-supervisory work classification in flight service stations of GS-9, GS-10, or GS-11, depending upon the work involved, and;
3. Coverage of non-supervisory levels of work only. Supervisory levels will be classified through application of appropriate parts of the Civil Service Commission's Grade Evaluation Guide (Part II).



The Federal Aviation Administration will prepare and issue an agency guide, in conjunction with the standards, which will specify the various work situations identified with grade levels in the new standards. The FAA guide will also identify, by work descriptions, the levels of supervisory positions and their relationship to the guidelines in the CSC's grade evaluation guide.

It is expected that the new standards and the FAA guide will initially move the grade levels of approximately 7,000 employees upward. Most of the other employees will remain at the same grade level. Few, if any, will be downgraded.

All changes in titles, series and grade levels will result from implementing the new standard and the supervisory grade evaluation guide. Upgradings will be governed by appropriate pay policies as well as time in grade and qualification requirements.

Printed copies of the new standards will be available in October and advance copies will be made available to FAA regions, areas, and field facilities as soon as practicable. Meanwhile, the Department of Transportation will prepare a detailed plan of implementation for CSC approval. Upon receipt of the Commission's approval of the implementation plan and the availability of funds, the date for implementing the standards will be announced.

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"The role of the Advisory Committee is to devise a way to handle this traffic while maintaining or improving the present safety record and reducing or eliminating today's delays caused by traffic congestion."

The Committee will begin work September 1, 1968, and terminate July 1, 1969.

Committee members are:

Chairman -- Ben Alexander (Chairman of the Board, General Research Corporation);

Executive Secretary -- Dr. Lawrence A. Goldmuntz (Technical Advisor to the Assistant Secretary for Research and Technology, Department of Transportation);

Dr. Thomas S. Amlie (Technical Director, Naval Weapons Center, China Lake, California);

Robert R. Everett (Vice-President, Technical Operations, MITRE Corporation);

Prof. Edward L. Glaser (Director, Computing Center, Case Western Reserve University, Cleveland, Ohio);

Richard R. Hough (Vice-President, American Telephone and Telegraph Company);

Prof. John Meyer (Department of Economics, Harvard University);

Prof. Courtland D. Perkins (Associate Dean of the School of Engineering and Applied Science, Princeton University);

Prof. Jack P. Ruina (Vice-President for Special Laboratories, Massachusetts Institute of Technology);

General J. Francis Taylor (Senior Vice-President - Planning Aeronautical Radio, Inc.);

Ex officio member -- James E. Densmore (Deputy Assistant Secretary for Research and Technology, Department of Transportation)

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE WEDNESDAY  
July 31, 1968

DOT-6968  
963-5154

The Department of Transportation has asked to intervene in an Interstate Commerce Commission rulemaking proceeding which would develop cost standards involving ICC regulation of competition between different forms of transportation.

DOT said it has reviewed the standards for comparing costs of competing carriers and believes that the results of that review would materially assist the Commission in selecting appropriate standards.

ICC began the rulemaking proceeding in April 1962. Although the Commission has not yet issued a decision, the record is now closed. The Department of Transportation asked that it be reopened. The present record, the Department maintained, is not adequate to deal with the complex cost standard problems which arise in competitive cases.

DOT also noted that it could not have intervened when the proceeding began since it was not established until April 1967.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

OFFICE OF THE SECRETARY  
WASHINGTON, D.C. 20590

FOR RELEASE THURSDAY  
July 25, 1968

DOT-6568  
963-5105

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OFFICE OF THE SECRETARY  
WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE

July 26, 1968

DOT-6868

963-5105

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The Department of Transportation will, subject to its right to seek a stay and to appeal the decision of the District Court, comply with such Orders as the District Court shall render in implementation of its decision against the Department.

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